European **A**viation **S**afety **A**gency

MASTER MINIMUM EQUIPMENT LIST

TBM 700 A, B, C, N

REVISION: 07

This Master Minimum Equipment List (MMEL) is approved by the European Aviation Safety Agency (EASA) at the hereafter revision under the EASA Type Certificate No. A.010, as part of the Operational Suitability Data (OSD) as per EU Regulation No 748/2012 as amended by EU Regulation No 69/2014. It is recommended for approval as the basis of the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this type as certified by the European Aviation Safety Agency and operated under the jurisdiction of EASA member states National Authorities.

"The technical content of this document is approved under the authority of the DOA EASA Ref EASA 21J.013.

Date: 19/05/2021

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MASTER MINIMUM EQUIPMENT LIST

TBM 700 A, B, C, N

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22.4.16	33	03	TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930
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23.6	38	03	all
23.7	38	03	all
23.8	39	03	all
23.9	39	03	all
23.10	39	03	all
23.11	39	03	all
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23.12.2	41	03	TBM930 or TBM940
23.13	41	03	TBM900, TBM910, TBM 930 or TBM940
23.14	41	03	TBM930 or TBM940
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23.16	42	03	all
23.17	42	03	all
23.20.1	42	06	TBM 940 equipped with Datalink
23.21	42	07	TBM 940 equipped with UHF
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25.8	49	03	all
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25.15	51	03	all
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25.18	51	03	all
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25.20	52	05	all
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25.22	52	07	TBM 940 equipped with 28VDC plugs
26.1	53	03	all
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31.2	62	03	all
31.3	63	03	TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940
31.4	64	03	TBM700 or TBM850 equipped with G1000 or TBM900 or TBM910
31.5	64	03	TBM700 or TBM850 equipped with G1000 or TBM900 or TBM910
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31.14	66	03	TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940
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33.4	69	03	all
33.5	69	03	all
33.6	69	03	all
33.7	69	03	all
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34.6	75	03	all
34.7	75	03	all
34.8	76	00	all
34.9	76	03	all
34.10	76	03	all
34.11	76	03	all
34.12	76	03	all
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34.14	77	03	all
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34.17	80	03	TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940
34.18	80	03	TBM930 or TBM940
34.19	80	03	all
34.20	81	03	TBM700 or TBM850 neither equipped with G1000
34.21	81	03	TBM700 or TBM850 neither equipped with G1000
34.22	82	03	TBM700 or TBM850 neither equipped with G1000
34.23	82	03	all
34.24	82	03	TBM700 or TBM850 neither equipped with G1000
34.25	83	03	TBM700 or TBM850 neither equipped with G1000
34.26	83	03	TBM900, TBM910, TBM930 or TBM940
34.27	84	03	TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940
34.28	84	03	TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940
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34.35	90	03	all
34.36	90	03	TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940
34.37	90	03	all
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52.7	95	03	all
52.8	95	03	all
52.9	95	03	TBM700 B/C/N
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52.12	96	03	TBM700 B/C/N equipped with a pilot door
52.13	96	03	TBM700 B/C/N
52.14	97	03	all
52.15	97	03	TBM700 B/C/N equipped with a pilot door
52.16	97	03	all
56.1	98	03	all
61.1	99	03	all
71.1	100	03	all
71.2	100	03	all
73.1	101	03	TBM700N (850)
74.1	102	03	all
77.1	103	03	TBM700 or TBM850 not equipped with G1000

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LIST OF REVISIONS

ORIGINAL ISSUE: approved by EASA – approval number 10052053, dated 16/01/15

REVISION 01: 03/03/16
Purpose of the revision 01:
Adding a new integrated flight deck and interfaces with other systems
Adding Touchscreen in place of previous keyboard
GENERAL
Add Table of contents
Add List of effective pages
Add List of revision
ITEM LIST
22-6 Level mode pushbutton
22-7 LVL pushbutton LEDs
23-3 precision on use of speaker
23.14 Touchscreen GTC for COM
31.6 PFD2 associated to G3000
31.7 PFD2 associated to G3000
31.10 Display back up pushbutton LEDs
31.11 Light Data recorder
34.15 Touchscreen GTC for COM
Along the items, add G3000 or TBM930 when applicable

REVISION 02: 24/02/17

Purpose of the revision 02:
Along the following items, add TBM900 / TBM910 / TBM930 when applicable
GENERAL: N/A
ITEM LIST
22.6 Level mode pushbutton
23.13 Control Wheel
31.1 PFD Stopwatch
31.3 MFD Display
31.4 PFD2 RH
31.5 PFD 2 Keys and knobs
31.8 Clock with sweep
31.9 Control wheel
32.2 Landing Gear
33.8 Recognition lights
34.13 MFD
34.14 MFD Control unit
34.16 Altitude Alerting system
34.17 Primary altitude indications
34.18 Primary airspeed indications
34.19 Vertical Speed indicator
34.21 Multifunction Display KMD
34.22 Control Wheel
34.25 Stabilized direction indication
34.26 Primary Attitude indication
77.1 Engine Trend condition

LIST OF REVISIONS (CONT'D)

REVISION 03: 10/03/20

Purpose of the revision 03:

- For all items, addition of the applicability (NCO/SPO/CAT) and associated item numbering modification.
- Modification of some remarks or exceptions.
- Splitting of some items.
- Adding of new items.
- Title changing for some items.
- ATA chapter modification for some items.
- Measurement unit modification for some items.
- Changing of some rectification intervals.
- Adding of TBM940™ applicability for configuration management purpose.
- Wording standardization.

GENERAL: Addition of the applicability (NCO/SPO/CAT) included in column 1

ITEM LIST

21.1 Vapor cycle cooling system (VCCS)
21.2 Air cycle system (ACS)
21.3 Emergency dump function
21.4 Safety valve
21.5 Outflow valve
21.6 Pressurization controller
21.7 Cabin Differential Pressure indicator
21.8 Cabin Altimeter indicator
21.9 Cabin Vertical Speed indicator
21.10 "CABIN DIFF PRESS" or "CABIN ALTITUDE" or "CAB PRESS" Red Warning
21.11 Cabin temperature "TEMP"
21.14 Ventilation outlets
21.15 Heating function
21.16 Cabin fan speed "FAN" selector
21.17 Cockpit fan speed "FAN" selector
21.18 Cockpit temperature "TEMP" selector
22.1 Autopilot (AFCS)
22.2 Yaw Damper Function
22.4 AFCS Control Unit (GMC)
22.6 Level mode Pushbutton (LVL)
22.8 Flight Director
22.9 Go Around (GA) Switch
22.10 Auto Throttle (AT) function
22.11 AT Disconnect (AT DISC) Button
23.1 VHF Communications Systems
23.3 Cockpit Speakers
23.4 Control Wheel Press to Talk Switches
23.6 Wing Static Dischargers
23.7 Passenger Address System
23.9 Oxygen Mask Microphones
23.11 Headset with associated Microphone
23.12 Audio panel (GMA)
23.13 Control Wheel

LIST OF REVISIONS (CONT'D)

REVISION 03 (CONT'D): 10/03/20

23.14 Touchscreen
23.15 LH headset additional plug on dashboard
23.16 Crew music function23.17 Flight phone system
24.2 External power system equipment
24.3 External power system door
24.4 USB charging outlet
25.1 Cockpit Seat Belt / Shoulder Harness
25.2 Passenger Seat
25.4 Automatic Emergency Locator Transmitters (ELT)
25.6 Emergency Medical Equipment
25.7 Pilot's Seat
25.12 Portable lights
25.13 Seat heating function
25.14 Cabin placards
25.15 Cockpit sun visor system and/or attachment mechanism
25.16 Lavatory Compartment
25.17 Window curtains
25.18 Smoke goggles
25.19 Cabin card table
26.1 Portable Fire Extinguisher
27.1 Electric Elevator Trim
27.3 Aileron Trim
27.4 Rudder Trim
27.5 Trim Position Indicators
27.6 Stick Shaker
28.1 Fuel quantity indication (L/R)
28.2 Automatic fuel selector function
28.3 Fuel Flow and/or Fuel Used indications
28.4 Low Fuel Level Annunciators (L or R)
28.5 SHIFT push-button
30.2 Airframe Deice System
30.5 Pitot Heat
30.6 Right Windshield Deicing
30.7 Left Windshield Deicing
30.8 Right Windshield Defog outlet
30.9 Cockpit Window Defog Outlet
30.10 Automatic Ice Detection System
31.1 PFD stopwatch "TMR / REF" key
31.3 MFD Display
31.6 PFD2 (RH)
31.7 PFD2 (RH) keys
31.8 Clock with Sweep Second hand, or Electric Digital clock
31.9 Control Wheels
31.12 ECTM SD CARD
31.13 FASTBOX
31.14 PFD2 (RH) reversion switch
31.15 Primary Instrument Baro Set Knob

LIST OF REVISIONS (CONT'D)

REVISION 03 (CONT'D): 10/03/20

32.2 Landing Gear
32.3 Brake wear pin
33.7 Icing Light
33.8 Recognition lights
33.9 Landing lights pulse mode
34.1 Standby attitude
34.2 Standby anemometer and altimeter
34.3 Primary Attitude Indication (from AHRS)
34.4 Non stabilized Magnetic Compass/ Standby heading
34.5 ATC Transponders and Automatic Altitude Reporting System
34.6 Navigation systems (based on VOR, DME, ADF, GNSS)
34.7 Thunderstorm Detection Equipment
34.8 Marker Beacon
34.11 ADF
34.12 Satellite Weather/ Radio System
34.13 TAS
34.15 Navigation Databases
34.16 MFD
34.18 Touchscreen
34.19 Altitude alerting system
34.20 Primary Barometric Altitude Indication (Altimeters adjustable for barometric pressure)
34.21 Primary Airspeed Indication
34.22 Primary Attitude Indication
34.23 Vertical Speed Indication
34.24 Altitude/Alerter Preselect
34.26 Control wheel
34.27 Primary Airspeed Indication (from ADC)
34.28 Primary Barometric Altitude Indication (from ADC)
34.29 Primary Heading Indication (from AHRS)
34.30 Turn Indication
34.31 Slip Indication
34.32 Outside air temperature (OAT) Indication
34.33 Approach aids (ILS, SBAS, RNAV, BARO VNAV, RNP)
34.34 Flight Stream system
34.35 Weather Radar
34.36 Synthetic Vision
34.37 Extended squitter (ADS-B out) transmissions
34.38 Enhanced surveillance functions
34.39 Angle of Attack (AOA) Indicator
34.40 Runway monitoring function
34.41 Electronic check-list
34.42 ADS-B In receptions
34.43 Electronic charts
34.44 PDF viewer
34.45 Transponder (XPDR) diversity

LIST OF REVISIONS (CONT'D)

REVISION 03 (CONT'D): 10/03/20

35.3 Left forward side's oxygen mask
35.4 Oxygen cylinder fill port
52.1 Door Warning CAS message or annunciator
52.2 Pilot door key lock
52.3 Large door key lock
52.4 Front cargo door key lock
52.5 Pilot door seal
52.6 Large door seal
52.7 Emergency exit door seal
52.8 Front cargo door seal
52.9 Large door cable
52.10 Large door automatic operation system
52.11 Large door handrail
52.12 Lage door
52.13 Pilot door
52.14 Front cargo door gas strut
52.15 Large door gas strut
52.16 Emergency exit safety pin
61.1 Reverse function
71.1 Engine cowling door holding strut
71.2 Engine cowling door seal
74.1 Ignition switch
77.1 Engine Trend Condition and Monitoring System

REVISION 04: 17/07/20

25.19 HomeSafe function

REVISION 05: 10/12/20

25.20 Cabin cabinet
25.21 115 VAC plug

REVISION 06: 26/02/21

23.20.1 CPDLC

REVISION 07: 19/05/21

23.21.1 UHF
25.22.1 28VDC PLUG

GENERAL

1/ APPLICABILITY

This MMEL is applicable to all TBM 700. Previous MMEL TBM 700 A/B/C/N Revision 2, under DAHER's DOA "EASA 21J.013-17121 T/N DOA" approval, is upgraded .

2/ FORMAT of MMEL

A vertical bar (change bar) in the margin indicates a modification in the adjacent text for the current revision of that section only. The change bar is dropped at the next revision of that page.

ATA CHAPTER: 21 AIR CONDITIONING				
(1) SYSTEM AND SEQUENCE NUMBER ITEM	(2) RECITFICATION INTERVAL			
		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR DISPATCH	
				(5) REMARKS OR EXCEPTIONS

COLUMN 1: "ITEM"

It lists the equipment, components, systems or functions, for which dispatch conditions apply.
System numbers are based on Air Transport Association (ATA) specification number 100.

The type of operation applicability is given for each item, as follows:

- (NCO): for non-commercial operations, regulated by Part-NCO;
- (SPO): for specialised operations, regulated by Part-SPO;
- (CAT): for commercial air transport operations, regulated by Part-CAT;
- (ALL): for all above types of operations.

COLUMN 2: "RECTIFICATION INTERVAL"

It indicates, for a given item, the rectification interval category. The category of each item is determined according to the requirements specified below. This MMEL has been evaluated taking into account a one-time extension of the rectification intervals of category B, C and D.

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the REMARKS OR EXCEPTIONS column 5 of the MMEL.

- Where a time period is specified in calendar days or flight days, the interval excludes the day of discovery
- Where a time period is specified other than in calendar days or flight days, it shall start at the point when the defect is deferred in accordance with the operator's approved MEL.

Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 a.m. on January 26th, the three-day interval would begin at 0:00 the 27th and end at 23.59 the 29th.

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at 0:00 the 27th and end at 23.59 the 5th of February.

Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery. Items in this category meet the following criteria:

- the absence of the item does not adversely affect crew workload,
- the crew do not rely on the function of that item on a routine or continuous basis; and

the crew's training, subsequent habit patterns and procedures do not rely on the use of that item.

COLUMN 3: "NUMBER INSTALLED"

It indicates, for a given item, the quantity of equipment, components, systems or functions, normally installed on the airplane.
This quantity reflects the airplane type certificated configuration and, therefore is required for all flight conditions, unless otherwise indicated in column 4 in conjunction with exceptions or remarks listed in column 5, if necessary.
"-" symbol indicates that a variable quantity is installed.

COLUMN 4: "NUMBER REQUIRED FOR DISPATCH"

It indicates, for a given item, the minimum quantity of equipment, components, systems or functions which must be operative for dispatch, under the conditions listed in column 5 (if any).
"-" symbol indicates that a variable quantity is required for dispatch.
.

COLUMN 5: "REMARKS OR EXCEPTIONS"

The column includes statements either prohibiting or permitting operation with a specific number of items inoperative, provisions (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.

(O) indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions.

(M) Symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. If no periodicity is defined in the REMARKS OR EXCEPTIONS column of the MMEL, maintenance action is a onetime action to be accomplished before the first flight under relevant MMEL item (eg, a deactivation procedure). Otherwise, this is a repetitive action. In this case, periodicity of the maintenance procedure is defined in the REMARKS OR EXCEPTIONS column of the relevant MMEL item.

Note: When a periodicity is defined, maintenance procedure must be applied before the first flight under the relevant MMEL item and must be repeated at the defined interval.

Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions.
The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator.

Note: Both symbols (O) and (M) used singularly, or in combination, require the appropriate procedures to be established, published, and complied with, if flight is accomplished with one item inoperative. These procedures are supplied in Appendix 1 and 2 of this MMEL.

Different possibilities may be considered for an item. They will be identified by a), b), c) ... and are separated by "or".
Within one possibility, different conditions may be required. They will be identified by 1),2),3) ... and are linked by "and".

These references are intended to assist with compliance, but do not relieve the operator of responsibility for determining such interrelationships, as stated in the preamble.
"Note" in column 5 indicates additional information and references for pilot or maintenance consideration.

The DAHER AEROSPACE operational and maintenance procedures referenced in Annex 1 and 2 of this MMEL are considered as recommended data for the end –user.

3/ PLACARDING

Each inoperative item must be placarded, as applicable, to inform and remind crew members and maintenance personnel of the items condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

DEFINITIONS

1) "Inoperative" means a listed item of equipment is unserviceable or malfunctioning to the extent that it does not accomplish its intended purpose, or is not consistently functioning within its designed operating limits or tolerances.
2) "VMC" (Visual Meteorological Conditions) – Under IFR or VFR the pilot must maintain Visual Meteorological Conditions.
3) "Icing Conditions" means an atmospheric environment that may cause ice to form on the airplane or powerplant when in flight.
4) "As required by applicable regulations" means that the listed item must comply with applicable operational, ATS or local regulations.
5) References (REFER) given in Column 5 are to bring attention to certain interrelationships between the subject item and other MMEL items. REFER means application of both items.

These references are intended to assist with compliance but do not relieve the operator of responsibility for determining such interrelationship, as stated in the preamble.

6) "Considered as inoperative" means that although the equipment is functioning or partly functioning, it must be managed as an "Inoperative" equipment [refer to 1)].
7) "Suitable "aerodrome means an aerodrome which is easily available, open and near the position of the aircraft.
8) "(If Installed)" in the ITEM column indicates that the listed item is not applicable to all models or configurations.
9) "The intended route" corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules
10) "on top" means flying VMC above the clouds

PREAMBLE

1/ OBJECTIVES

An airplane is being type certificated with all required equipment in operating conditions.
If deviations from this type certificated configuration and equipment required by the operating rules were not permitted, the aircraft could not be flown in revenue service unless such equipment was operable.
Experience has proven that the operation of every system or component installed on the aircraft is not necessary, in specific conditions and during limited period, when the remaining instruments and equipment provide an acceptable level of safety. Therefore, certain conditional deviations from the original requirement are authorized to permit continued or uninterrupted operation of the aircraft in revenue flight: they are published in the MINIMUM EQUIPMENT LIST (MEL) related to applicable regulations specific operations or airlines particular definitions.

TO FACILITATE THE PREPARATION OF MINIMUM EQUIPMENT LIST FOR OPERATIONS THE MANUFACTURER PROPOSES A MASTER MINIMUM EQUIPMENT LIST (MMEL) APPROVED BY EASA AND RECOMMENDED AS A BASIS FOR THE DEVELOPMENT OF THE OPERATOR'S MEL.

THIS MMEL IS THE REGULAR BASIS ALLOWING OPERATORS TO UTILIZE THE AIRCRAFT WHEN SOME SYSTEMS OR COMPONENTS ARE INOPERATIVE, IN SPECIFIED CONDITIONS AND FOR A LIMITED PERIOD OF TIME, UNDER THE CONDITION THAT AN ACCEPTABLE SAFETY LEVEL BE MAINTAINED BY APPROPRIATE DESIGN REDUNDANCIES, PROCEDURES AND LIMITATIONS.

THIS MMEL CANNOT IN ANY CASE BE USED AS A MEL, DUE TO THE FACT THAT IT IS NOT RELATED TO OPERATIONAL, ATS OR LOCAL REQUIREMENTS, SPECIFIC OPERATIONS OR AIRLINES PARTICULAR DEFINITIONS.

2/ PRINCIPLES

For the sake of brevity, the MEL does not include obviously required items such as wings, control surfaces, engines, landing gear, etc... or items which do not affect the airworthiness of the aircraft such as galley equipment, entertainment systems, passenger convenience items, etc...

THUS, ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED IN THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE FOR EACH FLIGHT

UNLESS OTHERWISE SPECIFIED IN THE EXCEPTIONS COLUMN, the MMEL does not define "where or when" an inoperative item is to be repaired or replaced but rather indicates those instruments and items of equipment that may be inoperative for certain flight conditions, with the intent that no revenue flight can take off from an airport with inoperative equipment other than that specified.
The failure of instruments or items of equipment in excess of those allowed to be inoperative by the MEL causes the aircraft to be unairworthy. The MEL makes no distinction between what is required for the flight between origin and destination (including the intermediate stops) and what is required for a flight beyond the scheduled arrival point.
The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity.
In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.
MEL utilization implies that the aircraft is operated within the framework of a controlled and sound program of repairs and parts replacement.
Operators are responsible for exercising the necessary operational control to assure that no aircraft is dispatched or flown with one or more MEL item inoperative for an indefinite period and without first determining that any

interface or interrelationship between inoperative systems or components will not result in a degradation in the level of safety and/or an undue increase in pilot workload.
The exposure to additional failures during operation with failed inoperative systems or components must also be considered to determine that an acceptable level of safety is being maintained.
This MMEL may not deviate from requirements of the Pilot's Operating Handbook limitations section, emergency procedures, or airworthiness directives, unless the flight manual or airworthiness directive provides otherwise

When an item is discovered inoperative, it is reported by making an entry in the continuing airworthiness record system or the operator's technical log, as applicable. Following sufficient fault identification, the item is then either rectified or deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency prior to further operation. MEL conditions and limitations do not relieve the operators from determining that the aircraft is in a condition for safe operation with items inoperative.

3/ REQUIRED NAVIGATION PERFORMANCE (RNP)

- Minimum equipment/functions required to begin RNP operations are listed in the Pilot's Operating Handbook.

The MMEL does not include these requirements, refer to the Pilot's Operating Handbook.

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				(5) REMARKS OR EXCEPTIONS

ATA 21: AIR CONDITIONING				
21.1 Vapor cycle cooling system (VCCS)				
21.1A (CAT/SPO)	C	1	0	May be inoperative.
21.1B (NCO)	D	1	0	May be inoperative.
21.2 Air cycle system (ACS) (Only for TBM700 or TBM850 not equipped with Liebherr GAS System)				
21.2A (CAT)	C	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the SAFETY VALVE and/or the OUTFLOW VALVE is secured open or removed.
21.2B (NCO/SPO)	D	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the SAFETY VALVE and/or the OUTFLOW VALVE is secured open or removed.

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ATA 21: AIR CONDITIONING (CONT'D)				
21.3 Emergency dump function				
21.3A (CAT)	C	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the SAFETY VALVE and/or the OUTFLOW VALVE is secured open or removed.
21.3B (NCO/SPO)	D	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the SAFETY VALVE and/or the OUTFLOW VALVE is secured open or removed.
21.4 Safety valve				
21.4A (CAT)	C	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the OUTFLOW VALVE is secured open or removed.
21.4B (NCO/SPO)	D	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the OUTFLOW VALVE is secured open or removed.

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				(5) REMARKS OR EXCEPTIONS	

ATA 21: AIR CONDITIONING (CONT'D)				
21.5 Outflow valve				
21.5A (CAT)	C	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the SAFETY VALVE is secured open or removed.
21.5B (NCO/SPO)	D	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the SAFETY VALVE is secured open or removed.
21.6 Pressurization controller				
21.6A (CAT)	C	1	0	(O) (M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the SAFETY VALVE and/or the OUTFLOW VALVE is secured open or removed.
21.6B (NCO/SPO)	D	1	0	(O)(M) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100, and 3) the SAFETY VALVE and/or the OUTFLOW VALVE is secured open or removed.

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ATA 21: AIR CONDITIONING (CONT'D)				
21.7 Cabin Differential Pressure Indicator				
21.7A (ALL)	D	1	0	(O) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100.
21.8 Cabin Altimeter Indicator				
21.8A (ALL)	D	1	0	(O) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100.
21.9 Cabin Vertical Speed Indicator				
21.9A (ALL)	D	1	0	(O) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100.
21.10 "CABIN DIFF PRESS" or "CABIN ALTITUDE" or "CAB PRESS" Red Warning				
21.10A (ALL)	C	1	0	(O) May be inoperative provided the flight is conducted at or below 10000 ft, MSL, MEA or MOCA allowing.
21.11 Cabin temperature "TEMP" Selector				
21.11A (ALL)	D	1	0	May be inoperative provided A/C switch is operative.

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ATA 21: AIR CONDITIONING (CONT'D)				
21.12 AUTO function **(Only for TBM850 not equipped with Liebherr GAS System; Automatic switch between P3/P2.5 bleed)**				(O)
21.12A (ALL)	C	1	0	May be inoperative provided: 1) HI function is operative, and 2) The power is limited to 700 SHP.
21.12B (ALL)	B	1	0	May be inoperative provided P2.5 bleed is operative.
21.13 HI function (P3 bleed) **(Only for TBM850 not equipped with Liebherr GAS System)**				(O)
21.13A (ALL)	C	1	0	May be inoperative provided Auto function is operative.
21.13B (ALL)	B	1	0	May be inoperative provided P2.5 bleed is operative.
21.14 Ventilation outlets				
21.14A (ALL)	C	-	0	May be inoperative.

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ATA 21: AIR CONDITIONING (CONT'D)				
21.15 Cabin fan speed "FAN" selector				
21.15A (ALL)	D	1	0	May be inoperative.
21.16 Cockpit fan speed "FAN" selector				
21.16A (CAT/SPO)	C	1	0	May be inoperative.
21.16B (NCO)	D	1	0	May be inoperative.
21.17 Cockpit temperature "TEMP" selector				
21.17A (CAT/SPO)	C	1	0	May be inoperative provided: 1) A/C switch is operative, and 2) cabin temperature remains suitable for operation.
21.17B (NCO)	D	1	0	May be inoperative provided: 1) A/C switch is operative, and 2) cabin temperature remains suitable for operation.

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ATA 22: AUTO FLIGHT				
22.1 Autopilot (AFCS)				
22.1A (CAT)	C	1	0	(O) May be inoperative provided: 1) Autopilot is deactivated, and 2) The flight is conducted under VFR for single pilot operations, and 3) Electric Elevator trim is considered inoperative (Refer to item 27.1), and 4) Yaw damper is considered inoperative (Refer to item 22.2), and 5) AT function (including engine and speed envelope protection) is considered inoperative (Refer to item 22.10), and 6) Operations do not require its use. <u>Note 1:</u> For RVSM operations, the autopilot altitude hold function must be operative. <u>Note 2:</u> ESP, USP and EDM functions will be inoperative.

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				(5) REMARKS OR EXCEPTIONS	

ATA 22: AUTO FLIGHT (CONT'D)				
22.1 Autopilot (AFCS)				
22.1B (NCO/SPO)	C	1	0	(O) May be inoperative provided: 1) Autopilot is deactivated, and 2) Electric Elevator trim is considered inoperative (Refer to item 27.1), and 3) Yaw damper is considered inoperative (Refer to item 22.2), and 4) AT function (including engine and speed envelope protection) is considered inoperative (Refer to item 22.10), and 5) Operations do not require its use. <u>Note 1:</u> For RVSM operations, the autopilot altitude hold function must be operative. <u>Note 2:</u> ESP, USP and EDM functions will be inoperative.

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(1) SYSTEM AND SEQUENCE NUMBER ITEM	**(2) RECITFICATION INTERVAL**				
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ATA 22: AUTO FLIGHT (CONT'D)				
22.2 Yaw Damper Function				
22.2A (ALL)	C	1	0	(O) May be inoperative. <u>Note:</u> Yaw auto trim is considered inoperative.
22.3 Autopilot Disconnect (AP DISC)				
22.3A (ALL)	C	2	1	One may be inoperative provided the autopilot is not used below the initial approach altitude.
22.4 AFCS control unit (GMC) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
22.4.1 Course (CRS) knob 22.4.1A (ALL)	C	2	0	May be inoperative provided operations do not require its use.
22.4.2 Flight Director (FD) key 22.4.2A (ALL)	C	-	0	May be inoperative provided operations do not require its use.
22.4.3 Autopilot (AP) key 22.4.3A (ALL)	C	1	0	May be inoperative provided Autopilot is considered inoperative (Refer to item 22.1).
22.4.4 Yaw Damper (YD) key 22.4.4A (ALL)	C	1	0	(O) May be inoperative provided rudder trim is operative. <u>Note:</u> If YD is engaged, can be disengaged by AP TRIM DISC selection.

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				(5) REMARKS OR EXCEPTIONS	

ATA 22: AUTO FLIGHT (CONT'D)				
22.4.5 Navigation (NAV) key 22.4.5A (ALL)	C	1	0	May be inoperative provided operations do not require its use.
22.4.6 Heading (HDG) key 22.4.6A (ALL)	C	1	0	May be inoperative provided Autopilot is considered inoperative (Refer to item 22.1).
22.4.7 Heading selector (HDG) knob 22.4.7A (ALL)	C	1	0	May be inoperative provided operations do not require its use.
22.4.8 Bank (BANK) key 22.4.8A (ALL)	C	1	0	May be inoperative provided approach minimum do not require its use.
22.4.9 Heading Synchronization (PUSH SYNC) knob 22.4.9A (ALL)	C	1	0	May be inoperative provided Heading Selector is operative.
22.4.10 Flight Level Change (FLC) key 22.4.10A (ALL)	C	1	0	May be inoperative provided operations do not require its use.
22.4.11 Vertical Navigation (VNV) key 22.4.11A (ALL)	C	1	0	May be inoperative provided operations do not require its use.
22.4.12 Altitude Hold (ALT) key 22.4.12A (ALL)	C	1	0	May be inoperative provided operations do not require its use. <u>Note:</u> For RVSM operations, the autopilot altitude hold function must be operative.

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(1) SYSTEM AND SEQUENCE NUMBER ITEM	**(2) RECITFICATION INTERVAL**				
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				(5) REMARKS OR EXCEPTIONS	

ATA 22: AUTO FLIGHT (CONT'D)				
22.4.13 Vertical Speed (VS) Mode key				
22.4.13A (ALL)	C	1	0	May be inoperative provided operations do not require its use.
22.4.14 Nose up / down (DN UP) wheel				
22.4.14A (ALL)	C	1	0	May be inoperative provided operations do not require its use.
22.4.15 Altitude Selector (ALT SEL) knob				
22.4.15A (ALL)	C	1	0	May be inoperative provided Autopilot is considered inoperative (Refer to item 22.1).
22.4.16 Speed Selector (SPD) key (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930)				
22.4.16A (ALL)	D	1	0	May be inoperative provided operations do not require its use.
22.4.17 AFCS control unit LEDs				
22.4.17A (ALL)	D	-	0	(O) May be inoperative.
22.4.18 Approach (APR) key				
22.4.18A (ALL)	C	1	0	May be inoperative provided operations do not require its use.
22.4.19 Back Course (BC) key				
22.4.19A (ALL)	C	1	0	May be inoperative provided operations do not require its use.

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(1) SYSTEM AND SEQUENCE NUMBER ITEM	**(2) RECITFICATION INTERVAL**				
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				(5) REMARKS OR EXCEPTIONS	

ATA 22: AUTO FLIGHT (CONT'D)				
22.4.20 Coupled Side (XFR) key				
22.4.20A (ALL)	C	1	0	May be inoperative provided arrow points to pilot-flying side.
22.4.21 Altitude Selector Synchronization (PUSH SYNC) knob				
22.4.21A (ALL)	C	1	0	May be inoperative.
22.4.22 Speed Selector (SPD) knob (Only for TBM940)				
22.4.22A (ALL)	C	1	0	May be inoperative.
22.4.23 IAS-MACH Selector (PUSH IAS-MACH) knob (Only for TBM940)				
22.4.23A (ALL)	D	1	0	May be inoperative provided operations do not require its use.
22.4.24 FMS/MAN selector (Only for TBM940)				
22.4.24A (ALL)	C	1	0	(O) May be inoperative provided: 1) the pilot uses the AT function in the selected mode, and 2) the pilot does not use FMS/MAN selector during operation.
22.4.25 Auto Throttle (AT) button (Only for TBM940)				
22.4.25A (ALL)	C	1	0	May be inoperative provided AT function is considered inoperative (Refer to item 22.10).

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				(5) REMARKS OR EXCEPTIONS	

ATA 22: AUTO FLIGHT (CONT'D)				
22.5 Altitude alerting system				
22.5A (ALL)	-	-	-	Refer to item 34.19.
22.6 Level mode Pushbutton (LVL) (if installed)				
22.6A (ALL)	C	1	0	May be inoperative.
22.7 LVL Pushbutton LEDs				
22.7A (ALL)	D	2	0	(O) May be inoperative.
22.8 Flight Director (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
22.8A (ALL)	C	1	0	May be inoperative provided: 1) operations do not require its use, and 2) autopilot is considered inoperative (refer to 22.1).
22.9 Go Around (GA) Switch				
22.9A (ALL)	C	1	0	May be inoperative provided: 1) autopilot is disconnected for go-around, and 2) GA switch is placarded as inoperative. <u>Note:</u> Missed approach guidance must be activated manually.

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(1) SYSTEM AND SEQUENCE NUMBER ITEM	**(2) RECITFICATION INTERVAL**				
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				(5) REMARKS OR EXCEPTIONS	

ATA 22: AUTO FLIGHT (CONT'D)				
22.10 Auto Throttle (AT) function (Only for TBM940)				
22.10A (ALL)	C	1	0	(O) May be inoperative provided: 1) throttle operates normally, and 2) engine protection and ESP are disabled through avionic setup before flight.
22.11 AT Disconnect (AT DISC) Button (Only for TBM940)				
22.11A (ALL)	C	1	0	May be inoperative provided: 1) pilot in command's AP DISC button is operative, and 2) AT disconnect button is placarded as inoperative.

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(1) SYSTEM AND SEQUENCE NUMBER ITEM	**(2) RECITFICATION INTERVAL**				
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				(5) REMARKS OR EXCEPTIONS	

ATA 23: COMMUNICATIONS				
23.1 VHF Communication Systems				
23.1A (CAT)	C	-	1	Any in excess of COM1 may be inoperative provided: 1) operations are conducted under VFR over routes navigated by reference to visual landmark, and 2) it is not required by regulations.
23.1B (NCO/SPO)	D	-	1	Any in excess of COM1 may be inoperative provided it is not required by regulations.
23.2 HF Communication System (if installed)				
23.2A (ALL)	D	1	0	May be inoperative provided it is not required by regulations.
23.3 Cockpit Speakers				
23.3.1 TBM equipped with "G3000" or "G1000Nxi", or "G1000" equipped with software beyond V15.0				
23.3.1A (ALL)	C	-	0	May be inoperative provided two headsets with associated microphone are available for the pilot.
23.3.2 Other TBM 700				
23.3.2A (ALL)	D	2	0	May be inoperative.

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				(5) REMARKS OR EXCEPTIONS	

ATA 23: COMMUNICATIONS (CONT'D)				
23.4 Control Wheel Press To Talk switches				
23.4A (CAT/SPO)	D	-	0	May be inoperative provided: 1) the flight is conducted under day VFR only, and 2) associated handheld microphone is operative.
23.4B (NCO)	D	-	0	May be inoperative provided associated handheld microphone is operative.
23.5 Voice Activated Interphone System				
23.5A (ALL)	D	1	0	May be inoperative.
23.6 Wing Static Dischargers				
23.6A (ALL)	C	-	2	(M) Inner static dischargers may be damaged and secured, or removed. <u>Note:</u> both outermost static dischargers must be installed and undamaged.
23.7 Passenger Address System				
23.7A (ALL)	C	1	0	(O) May be inoperative provided: 1) it is not required by regulations, and 2) alternate Normal and alternate Emergency procedures and operating restrictions are established and used.
23.7B (ALL)	D	1	0	(O) May be inoperative provided procedures do not depend upon its use.

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ATA 23: COMMUNICATIONS (CONT'D)				
23.8 Inter Com				
23.8A (ALL)	C	1	0	May be inoperative for single pilot operations.
23.9 Oxygen Mask Microphones				
23.9A (ALL)	C	2	1	May be inoperative provided pilot in command's oxygen mask microphone is operative.
23.9B (ALL)	C	-	-	Any in excess of those required by regulations may be operative.
23.10 Hand Microphones				
23.10A (ALL)	C	1	0	May be inoperative provided pilot headset with associated microphone is operative.
23.11 Headset with associated Microphone				
23.11.1 Crew Headset				
23.11.1A (ALL)	D	-	-	Any in excess of one for each flight crew member may be inoperative or missing.
23.11.1B (NCO)	D	-	0	May be inoperative or missing provided procedures do not depend upon its use.
23.11.2 Passenger Headset (if installed)				
23.11.2A (ALL)	D	-	0	May be inoperative.

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ATA 23: COMMUNICATIONS (CONT'D)				
23.12 Audio panel (GMA)				
23.12.1 Audio panel (GMA) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910)				Note: when GMA1 is inoperative, audio communication with passengers is lost.
23.12.1A (ALL)	C	2	1	One may be inoperative.
23.12.1B (ALL)	C	2	0	Both may be inoperative for single pilot operations provided COM2 is not required by regulations.
23.12.1.1 Annunciators LEDs				
23.12.1.1A (ALL)	D	-	0	(O) One or more may be inoperative provided associated function is checked operative by alternate means.
23.12.1.2 INTR COM key				
23.12.1.2A (ALL)	D	2	0	Both may be inoperative for single pilot operations.
23.12.1.2B (ALL)	C	2	1	One may be inoperative.
23.12.1.3 PA key				
23.12.1.3A (ALL)	D	2	0	One or both may be inoperative.
23.12.1.4 CABIN key				
23.12.1.4A (ALL)	D	2	0	One or both may be inoperative.
23.12.1.5 MUSIC key				
23.12.1.5A (ALL)	D	2	0	One or both may be inoperative.
23.12.1.6 PLAY key				
23.12.1.6A (ALL)	D	2	0	One or both may be inoperative.

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ATA 23: COMMUNICATIONS (CONT'D)				
23. 12.2 Audio panel (GMA) (Only for or TBM930 or TBM940)				
23.12.2A (ALL)	C	1	0	May be inoperative for single pilot operations provided COM2 is not required by regulations. <u>Note:</u> when GMA is inoperative, audio communication with passengers is lost.
23.13 Control Wheel (Only for TBM900, TBM910, TBM930 or TBM940)				
23.13.1 Dedicated COM2 (Standby/ Active switch)				
23.13.1A (ALL)	D	2	0	May be inoperative.
23.14 Touchscreen (Only for TBM930 or TBM940)				
23.14A (ALL)	D	2	1	One may be inoperative provided flight is performed according to VFR conditions.

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ATA 23: COMMUNICATIONS (CONT'D)				
23.15 LH headset additional plug on dashboard (if installed)				
23.15A (ALL)	D	1	0	May be inoperative provided each flight crew member has his standard plug operative.
23.16 Crew music function (if installed)				
23.16A (ALL)	D	1	0	May be inoperative.
23.17 Flight phone system (if installed)				
23.17A (ALL)	D	1	0	May be inoperative provided procedures do not require its use.
23.20 CPDLC (if installed)				
23.20.1A (ALL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used (use of voice communication)
23.21 UHF (if installed)				
23.21.1A (ALL)	D	1	0	May be inoperative.

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ATA 24: ELECTRICAL POWER				
24.1 Stand-By Generator				
24.1A (NCO)	B	1	0	(O) (M) May be inoperative provided: 1) the aircraft is not operated in known or forecast icing conditions, and 2) the starter generator is operative, and 3) a suitable alternate aerodrome is available at less than 30 min flight time from any point of the route. <u>Note1:</u> CHECKING the Stand-By Generator Voltage and Current after engine start is "PROHIBITED". <u>Note 2:</u> The USE of the Stand-By Generator in flight is "PROHIBITED".
24.2 External power system equipment				
24.2A (ALL)	D	1	0	May be inoperative. <u>Note:</u> a battery start may be performed.
24.3 External power system door				
24.3A (ALL)	D	1	0	May be inoperative in the LOCKED position provided external power system equipment (item 24.2) is considered inoperative. <u>Note:</u> a battery start may be performed.
24.4 USB charging outlet (if installed)				
24.4A (ALL)	D	-	0	May be inoperative.

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ATA 25: EQUIPMENT/ FURNISHINGS				
25.1 Cockpit Seat Belt / Shoulder Harness				
25.1.1 Cockpit Seat Belt / Shoulder Harness				
25.1.1A (ALL)	C	-	1	May be inoperative on right side, provided seat is not occupied.
25.1.2 Cockpit Seat Belt / Shoulder Harness Airbag System (if installed)				
25.1.2A (ALL)	C	-	0	(M) May be inoperative provided: 1) seat belt or shoulder harness operates normally, and 2) system is deactivated.
25.2 Passenger seat				
25.2A (ALL)	D	-	0	(O) Any seat may be inoperative provided the affected seat: 1) does not block an Emergency Exit, and 2) does not restrict any passenger from access to the main aircraft aisle, and 3) is blocked and placarded "DO NO OCCUPY". <u>Note:</u> a seat with an inoperative seatbelt or shoulder harness is considered inoperative.
25.2.1 Recline mechanism				
25.2.1A (ALL)	C	-	-	May be inoperative and the seat occupied provided the seat is secured in the upright position.

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ATA 25: EQUIPMENT/ FURNISHINGS (CONT'D)				
25.2.2 Armrest				
25.2.2A (ALL)	D	-	-	(M) May be inoperative or missing, and the affected seat occupied provided that: 1) armrest does not block an emergency exit, and 2) armrest is not in such position that it restricts any passengers from accessing the aeroplane's aisle.
25.2.3 Fore and aft adjustment				
25.2.3A (ALL)	D	-	-	May be inoperative provided: 1) associated seat is locked in the take-off and landing position, and 2) associated seat does not restrict emergency egress.
25.3 Passenger Convenience Item(s)				
25.3A (ALL)	D	-	0	Passenger convenience items, as expressed in the MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the operator's appropriate documents.

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ATA 25: EQUIPMENT/ FURNISHINGS (CONT'D)				
25.4 Automatic Emergency Locator Transmitters (ELT)				
25.4A (ALL)	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
25.4B (ALL)	A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
25.5 Flotation equipment				
25.5A (ALL)	D	-	-	Any in excess of those required by regulations may be inoperative or missing.

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ATA 25: EQUIPMENT/ FURNISHINGS (CONT'D)				
25.6 Emergency Medical Equipment				
25.6.1 First-aid kit				
25.6.1A (ALL)	D	-	1	Any in excess of one may be incomplete or missing.
25.6.2 Emergency medical kit				
25.6.2A (ALL)	D	-	-	Any in excess of those required by regulations may be incomplete or missing.
25.7 Pilot's seat				(O)
25.7.1 Vertical adjustment				
25.7.1A (ALL)	C	1	0	May be inoperative provided the seat is locked in a position accepted by the pilot before the flight (additional cushions are not acceptable).
25.7.2 Fore and aft adjustment				
25.7.2A (ALL)	C	1	0	May be inoperative provided: 1) the seat is locked in a position accepted by the pilot before the flight, and 2) the rudder pedal adjustment is operative. (Additional cushions are not acceptable).

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ATA 25: EQUIPMENT/ FURNISHINGS (CONT'D)				
25.7.3 Recline mechanism				
25.7.3A (ALL)	C	1	0	May be inoperative provided: 1) the seat is locked in the upright position, and 2) the position is accepted by the pilot before the flight.
25.7.4 Armrest				
25.7.4A (ALL)	C	-	0	(M) May be inoperative or missing provided: 1) it doesn't hinder emergency egress, and 2) it doesn't block access to the flight controls or restrict any other flight deck duties.
25.8 Rudder pedal adjustment				
25.8A (ALL)	C	1	0	(O) May be inoperative provided: 1) the rudder pedal adjustment is locked, and 2) the pilot's seat fore/aft adjustment is operative, and 3) the position is accepted by the pilot before the flight.

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ATA 25: EQUIPMENT/ FURNISHINGS (CONT'D)				
25.9 Cabin Storage Compartment – Restraint Systems				
25.9A (ALL)	C	-	-	(M) One or more restraint systems may be inoperative provided: 1) the compartment is not used for storage of any Emergency Equipment, and 2) the affected compartment is not used for storage of any item(s) except for those permanently affixed. <u>Note:</u> If no partitions are installed, the entire compartment is considered one cabin.
25.10 Cargo Restraint Systems (if installed)				
25.10A (ALL)	C	-	-	(O) May be inoperative or missing provided: 1) acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, **OR**
	D	-	-	2) the Cargo Compartment remains empty, **OR**
	D	-	-	3) a pallet with inoperative lock(s) is removed.
25.11 Cockpit light shield				
25.11A (ALL)	D	-	-	(O) May be inoperative or missing provided the vision is acceptable for the pilot.

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ATA 25: EQUIPMENT/ FURNISHINGS (CONT'D)				
25.12 Portable lights				
25.12A (SPO/NCO)	D	-	0	May be inoperative or missing for daylight operations.
25.12B (ALL)	C	-	-	Any in excess of those required for the intended flight may be inoperative or missing.
25.13 Seat heating function (if installed)				
25.13A (ALL)	D	-	0	(O) May be inoperative provided SEAT HEATERS breaker is pulled and collared.
25.14 Cockpit sun visor system and/or attachment mechanism				
25.14A (ALL)	D	2	1	(M) May be inoperative or removed provided: 1) pilot in command's sun visor is operative, 2) there are no visual restrictions to the flight crew.

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ATA 25: EQUIPMENT/ FURNISHINGS (CONT'D)				
25.15 Lavatory Compartment (if installed)				
25.15A (ALL)	D	1	0	(M) May be inoperative provided: 1) chemical toilet tanks are emptied or chemical toilet is removed from lavatory compartment, and 2) toilet assembly is inspected for leaks, and 3) lavatory seat is closed and placarded "INOPERATIVE - DO NOT USE", and 4) the divider panels are folded, and 5) cabin occupants are briefed before departure that lavatory is inoperative and unusable.
25.16 Window curtains				
25.16A (ALL)	D	8	0	May be inoperative provided affected curtains are stowed in the full open position.
25.17 Smoke goggles				
25.17A (ALL)	D	2	1	May be inoperative or missing provided pilot in command's smoke goggles are operative.
25.18 Cabin card table				
25.18A (ALL)	D	1	0	May be inoperative and seats occupied provided the table is in the stowed position.
25.18B (ALL)	D	1	0	(M) May be removed and seats occupied.

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ATA 25: EQUIPMENT/ FURNISHINGS (CONT'D)				
25.19 HomeSafe function (if equipped)				
25.19A (ALL)	D	1	0	(O)(M) May be inoperative provided : 1) "HOMESAFE" circuit breaker is pulled and collared, and 2) Fuel shut off valve is open, and 3) Brakes operates normally. <u>Note:</u> "HSBK" message may be displayed on PFD.
25.20 Cabin cabinet (if installed)				
25.20A (ALL)	D	1	0	(M) May be inoperative provided : 1) The compartment is confirmed to be empty, and 2) The compartment is secured closed.
25.21 115 VAC plug (if installed)				
25.21A (ALL)	D	1	0	(M) May be inoperative provided "115 VAC PLUG" circuit breaker is pulled and collared.
25.22 28 VDC plug (if installed)				
25.22A (ALL)	D	7	0	(M) May be inoperative provided associated circuit breakers are pulled and collared

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ATA 26: FIRE PROTECTION					
26.1 Portable Fire Extinguisher (if installed)					
26.1A (ALL)	D	-	-	Any in excess of those required by regulations may be inoperative provided the affected fire extinguisher is removed from the aircraft.	
26.1B (ALL)	D	-	-	(M) Any in excess of those required by regulations may be inoperative provided the affected fire extinguisher is placarded inoperative.	

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ATA 27: FLIGHT CONTROLS				
27.1 Electric Elevator Trim				
27.1A (ALL)	C	1	0	(O) May be inoperative provided the autopilot is considered as inoperative (Refer to item 22.1).
27.2 Flaps Position Indication				
27.2.A (ALL)	C	1	0	(O) May be inoperative provided: 1) flaps are checked operative prior each flight, and 2) the stall warning system is checked operative.
27.3 Aileron Trim				
27.3.A (ALL)	B	1	0	(O) May be inoperative provided: 1) the Aileron Trim tab is set to neutral, and 2) the Aileron Trim is deactivated.
27.4 Rudder Trim				
27.4.A (ALL)	B	1	0	(O) May be inoperative provided: 1) the Rudder Trim tab is set to middle position between neutral and take-off position, and 2) the flight is conducted into VMC, and 3) IAS is limited to 178 KIAS, and 4) the Rudder Trim is deactivated.

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ATA 27: FLIGHT CONTROLS (CONT'D)				
27.5 Trim Position Indicators				
27.5A (ALL)	C	1	0	(O) May be inoperative provided: 1) all flight control trim tabs are checked operative prior to each flight, and 2) tabs are visually checked prior to each flight.
27.6 Stick Shaker (if installed)				
27.6A (ALL)	C	1	0	(O) May be inoperative provided: 1) SHAKER circuit breaker is pulled and collared, and 2) the stall warning aural alert system is checked operative prior to each departure.

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ATA 28: FUEL				
28.1 Fuel quantity indication (L/R)				
28.1A (ALL)	B	2	1	(O) One may be inoperative provided: 1) the fuel flow meter indicator is operative, and 2) the automatic fuel selector function is operative, and 3) each fuel tank is visually checked to be full of fuel before each flight, and 4) if autopilot is used, it must be disconnected every 15 minutes to detect any possible fuel imbalance.
28.2 Automatic fuel selector function				
28.2A (ALL)	B	1	0	(O) May be inoperative provided: 1) all fuel quantity indications are operative, and 2) the manual tank selector is operative, and 3) each fuel tank is visually checked to be full of fuel before each flight, and 4) the fuel tank side is changed manually every 10 minutes, and 5) if autopilot is used, it must be disconnected every 15 minutes to detect any possible fuel imbalance.

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ATA 28: FUEL (CONT'D)				
28.3 Fuel Flow and/or Fuel Used indications				
28.3A (ALL)	C	1	0	(O) May be inoperative provided: 1) all fuel quantity indications are operative, and 2) the automatic fuel selector function is operative, and 3) each fuel tank is visually checked to be full of fuel before each flight, and 4) if autopilot is used, it must be disconnected every 15 minutes to detect any possible fuel imbalance.
28.4 Low Fuel Level Annunciators (L or R)				
28.4A (ALL)	C	2	0	(O) May be inoperative provided: 1) all fuel quantity indicating systems are operative, and 2) the fuel flow meter indicator is operative, and 3) each fuel tank is visually checked to be full of fuel before each flight.
28.5 SHIFT push-button				
28.5A (ALL)	C	1	0	May be inoperative provided the automatic fuel selector function is considered inoperative (Refer to item 28.2).

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ATA 30: ICE AND RAIN PROTECTION				
30.1 Propeller Deice System				
30.1A (ALL)	C	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.
30.2 Airframe Deice System				
30.2A (ALL)	C	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.
30.3 Inertial Separator				
30.3A (ALL)	C	1	0	(O) (M) May be inoperative provided: 1) the separator is checked OPEN, and 2) the switch is checked to ON position, and 3) the inertial separator is deactivated.
30.3B (ALL)	C	1	0	May be inoperative provided: 1) the separator is checked CLOSED, and 2) the switch is checked to OFF position, and 3) the inertial separator is deactivated, and 4) flight is conducted in VMC, and 5) flight is not conducted into known or forecast icing conditions, and 6) take-off and landing are not performed on contaminated runways.

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ATA 30: ICE AND RAIN PROTECTION (CONT'D)				
30.4 Stall Heater				
30.4A (ALL)	C	1	0	May be inoperative provided: 1) the flight is not conducted into known or forecast icing conditions, and 2) Stall Warning System is checked operative in normal mode.
30.5 Pitot Heat				
30.5A (ALL)	C	2	1	One may be inoperative provided: 1) the flight is not conducted into visible moisture or known or forecast icing conditions, and 2) the flight is conducted under Day VMC, and 3) the flight is not conducted in RVSM airspace.
30.5B (CAT)	B	2	0	May be inoperative provided: 1) the flight is not conducted into visible moisture or known or forecast icing conditions, and 2) operations are conducted under day VFR, and 3) the flight is not conducted in RVSM airspace.
30.5C (NCO/SPO)	B	2	0	May be inoperative provided: 1) the flight is not conducted into visible moisture or known or forecast icing conditions, and 2) operations are conducted under VFR, and 3) the flight is not conducted in RVSM airspace.

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ATA 30: ICE AND RAIN PROTECTION (CONT'D)				
30.6 Right Windshield Deicing (if installed)				
30.6A (ALL)	D	-	-	May be inoperative.
30.7 Left Windshield Deicing				
30.7A (ALL)	C	1	0	(M) May be inoperative provided: 1) the flight is not conducted into known or forecast icing conditions, and 2) the defog system is operative.

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ATA 30: ICE AND RAIN PROTECTION (CONT'D)				
30.8 Right Windshield Defog Outlet				
30.8A (ALL)	C	1	0	May be inoperative in single pilot configuration provided: 1) left windshield defog system is operative, and 2) the flight is not conducted into heavy precipitations or into known or forecast icing conditions, and 3) crew has a means to clear windshield of moisture.
30.9 Cockpit Window Defog Outlet				
30.9A (ALL)	C	2	0	May be inoperative provided crew has a means to clear window of moisture.
30.10 Automatic Ice Detection System (if installed)				
30.10A (ALL)	C	1	0	May be inoperative provided: 1) manual deicing system is operative, and 2) manual operation of deicing system is performed by the pilot.

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ATA 31: INDICATING/ RECORDING SYSTEMS				
31.1 PFD stopwatch TMR function (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
31.1A (ALL)	C	-	0	(O) May be inoperative provided an accurate timepiece is operative on the flight crew compartment indicating the time in hours, minutes and seconds. <u>Note:</u> on the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable.
31.2 Hourmeter				
31.2A (ALL)	D	1	0	May be inoperative

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ATA 31: INDICATING/ RECORDING SYSTEMS (CONT'D)				
31.3 MFD Display (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
31.3A (ALL)	B	1	0	(O) May be inoperative provided: 1) alternate procedures are established and used, and 2) weather radar information and control are not required for the flight (refer to 34.35), and 3) PFD1 display backup button is set to "Reversionary Mode", and 4) Fuel Flow function and Fuel Used function are considered inoperative (refer to 28.3), and 5) Ailerons and Rudder trims indications are considered inoperative (refer to 27.5), and 6) if G1000 Oxygen pressure indication is installed, external oxygen pressure gauge is checked before each flight.
31.3B (ALL)	C	-	-	Any MFD function in excess of those required by regulations may be inoperative provided alternate procedures are established and used.

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ATA 31: INDICATING/ RECORDING SYSTEMS (CONT'D)				
31.4 PFD2 (RH) **(Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910)**				
31.4A (ALL)	B	1	0	May be inoperative provided: 1) MFD is operative, and 2) Com2, Nav2, Dme2, Xpdr2 are not required by applicable regulations for the intended route. <u>Note:</u> the intended route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
31.5 PFD2 (RH) keys and knobs **(Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910)**				
31.5A (ALL)	D	-	-	Any PFD2 keys and/or knobs may be inoperative provided COM2 control knob is operative in dual pilot configurations.
31.6 PFD2 (RH) **(Only for TBM930 or TBM940)**				
31.6A (ALL)	B	1	0	May be inoperative provided: 1) MFD is operative, and 2) both touchscreens are operative, and 3) Com2, Nav2, Dme2, Xpdr2 are not required by applicable regulations for the intended route.

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ATA 31: INDICATING/ RECORDING SYSTEMS (CONT'D)				
31.7 PFD2 (RH) keys (Only for TBM930 or TBM940)				
31.7A (ALL)	D	-	-	Any PFD2 keys may be inoperative.
31.8 Clock with Sweep Second hand, or Electric Digital clock (Only for TBM700 or TBM850 not equipped with G1000)				
31.8A (ALL)	C	1	0	May be inoperative for VFR flights.
31.8.B (ALL)	C	1	0	(O) May be inoperative provided an accurate timepiece is operative on the flight crew compartment indicating the time in hours, minutes and seconds. <u>Note:</u> on the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable.
31.9 Control Wheels (Only for TBM900, TBM910, TBM930 or TBM940)				
31.9.1 Dedicated Chronometer Management Switch				
31.9.1A (ALL)	D	2	0	May be inoperative.
31.10 Display back-up pushbutton Leds				
31.10.1A (ALL)	D	2	0	May be inoperative.
31.11 Light Data Recorder (if installed)				
31.11A (ALL)	D	1	0	May be inoperative.

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ATA 31: INDICATING/ RECORDING SYSTEMS (CONT'D)				
31.12 ECTM SD CARD (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
31.12A (CAT)	C	1	0	May be inoperative or missing provided alternate means is used to record engine exceedances.
31.12B (NCO/SPO)	D	1	0	May be inoperative or missing. <u>Note:</u> engine exceedances may not be automatically recorded.
31.13 FASTBOX (if installed)				
31.13A (ALL)	D	1	0	May be inoperative or missing.
31.14 PFD2 (RH) reversion switch (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
31.14A (ALL)	C	1	0	May be inoperative provided: 1) PFD1 (LH) reversion switch is operative, and 2) aircraft is operated from left seat.
31.15 Primary Instrument Baro Set Knob (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
31.15A (ALL)	B	2	1	May be inoperative provided: 1) left side baro set knob is operative for single pilot operation, and 2) baro sync function is operative and selected.

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ATA 32: LANDING GEAR				
32.1 Parking brake				
32.1A (ALL)	C	1	0	(O) May be inoperative.
32.2 Landing gear retraction				
32.2A (ALL)	B	3	-	(O) (M) May be inoperative provided: 1) landing retraction is deactivated, and 2) 3 green indicators are lighted and landing gear control selector is on DN position, and 3) the flight is not conducted into known or forecast icing conditions, and 4) IAS is limited to 178 KIAS. <u>Note:</u> Fuel consumption will be increased compared to a normal flight. A relevant fuel management should be performed. **<u>NOTA (FOR TBM900, TBM910, TBM930 or TBM940 Only):</u>** When engine is running, "GEAR UNSAFE" is lit OFF on both Landing Gear Control Panel and G1000, G1000Nxi or G3000 CAS window.
32.3 Brake wear pin (if installed)				
32.3A (ALL)	C	-	0	May be missing.

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ATA 33: LIGHTS				
33.1 Cockpit and Instrument Light System				
33.1A (ALL)	C	-	-	Each cockpit and instrument lights may be inoperative provided remaining lights are: 1) sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, and 2) positioned so that direct rays are shielded from pilot's eyes, and 3) lighting configuration and intensity is acceptable to the pilot. <u>Note:</u> Instrument panel emergency lighting must be operative.
33.2 Cabin lights				
33.2A (ALL)	C	-	-	Each cabin light may be inoperative provided lighting configuration at dispatch is acceptable to the pilot.
33.3 Strobe Light System				
33.3A (ALL)	C	1	0	(O) May be inoperative for day operations, provided the taxi light or one landing light is operative. <u>Note:</u> This is certified as the anti-collision light system.

(1) SYSTEM AND SEQUENCE NUMBER ITEM	(2) RECITFICATION INTERVAL	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR DISPATCH	(5) REMARKS OR EXCEPTIONS

ATA 33: LIGHTS (CONT'D)				
33.4 Landing lights				
33.4A (ALL)	C	2	0	Both may be inoperative for day operations.
33.4B (ALL)	C	2	1	One may be inoperative for night operations provided the taxi light is operative.
33.5 Navigation lights				
33.5A (ALL)	C	2	0	Both may be inoperative for day operations.
33.6 Taxi lights				
33.6A (ALL)	C	1	0	May be inoperative for day operations.
33.6B (ALL)	C	1	0	May be inoperative for night operations provided at least one landing light is operative.
33.7 Icing light				
33.7A (ALL)	D	1	0	May be inoperative provided the flight is conducted in daylight conditions.
33.7B (ALL)	C	1	0	(O) May be inoperative for night operations provided the pilot has an operative electric torch and can illuminate the left wing leading edge.
33.7C (ALL)	C	1	0	May be inoperative provided operations are not conducted at night into known or forecast icing conditions.
33.8 Recognition lights (Only for TBM900, TBM910, TBM930 or TBM940)				
33.8A (ALL)	D	2	0	Both may be inoperative.

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ATA 33: LIGHTS (CONT'D)				
33.9 Landing lights pulse mode (if installed)				
33.9A (ALL)	D	1	0	May be inoperative.

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ATA 34: NAVIGATION				
34.1 Standby attitude				
34.1A (ALL)	B	1	0	May be inoperative provided: 1) operations are conducted under day VFR only, and 2) operations are not conducted into known or forecast on top conditions.
34.2 Standby anemometer and altimeter				
34.2A (ALL)	B	-	0	May be inoperative provided: 1) operations are conducted under day VFR only, and 2) operations are not conducted into known or forecast on top conditions, and 3) operations are not conducted into known or forecast icing conditions.

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ATA 34: NAVIGATION (CONT'D)				
34.3 Primary Attitude Indication (from AHRS) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
34.3A (ALL)	B	2	1	One may be inoperative provided: 1) operations are conducted under day VFR only, and 2) the operative AHRS is selected as attitude and heading source on both PFDs, and 3) standby attitude is operative, and 4) either VOR, GPS or visual landmark is available, and 5) Autopilot is considered inoperative (Refer to item 22.1), and 6) RVSM operations are not conducted.
34.3B (CAT)	B	2	0	Both may be inoperative for single pilot operations provided: 1) operations are conducted under day VFR only and in sight of the surface with adequate external attitude reference, and 2) standby attitude indication is operative, and 3) Autopilot is considered inoperative (Refer to item 22.1), and 4) RVSM operations are not conducted.

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				(5) REMARKS OR EXCEPTIONS	

ATA 34: NAVIGATION (CONT'D)				
34.3 Primary Attitude Indication (from AHRS) (cont'd) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
34.3C (NCO/SPO)	C	2	0	Both may be inoperative for single pilot operations provided: 1) operations are conducted under day VFR only and in sight of the surface with adequate external attitude reference, and 2) standby attitude indication is operative, and 3) Autopilot is considered inoperative (Refer to item 22.1), and 4) RVSM operations are not conducted.

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ATA 34: NAVIGATION (CONT'D)				
34.4 Non stabilized Magnetic Compass/ Standby heading				
34.4A (ALL)	B	1	0	(O) May be inoperative provided: 1) operations are conducted under day VFR only, and 2) two independent stabilized direction indications are operative.
34.5 ATC Transponders and Automatic Altitude Reporting System				Note: For RVSM operations, at least one ATC transponder with mode C or mode S altitude reporting function must be operative.
34.5A (ALL)	C	-	-	May be inoperative provided: 1) en-route operations do not require its use, and 2) prior to flight, approval is obtained for ANSP concerned for the intended route.
34.5B (ALL)	D	-	-	Any in excess of those required by applicable regulations for the intended route may be inoperative.

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ATA 34: NAVIGATION (CONT'D)				
34.6 Navigation systems (based on VOR, DME, ADF, GNSS)				
34.6A (CAT)	C	-	-	(O) One or more may be inoperative provided: 1) the navigation systems required for each segment of the intended flight route are operative, and 2) alternate procedures are established and used, where applicable.
34.6B (NCO/SPO)	D	-	-	(O) One or more may be inoperative provided: 1) the navigation systems required for each segment of the intended flight route are operative, and 2) alternate procedures are established and used, where applicable.
34.7 Thunderstorm Detection Equipment				
34.7A (ALL)	C	-	-	As required by applicable regulation for the intended route.

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ATA 34: NAVIGATION (CONT'D)				
34.8 Marker Beacon				
34.8A (ALL)	C	1	0	May be inoperative under IFR provided approach procedures do not require its use at destination or alternate aerodromes as required by applicable regulations for the intended route.
34.8B (ALL)	D	1	0	May be inoperative under VFR operations.
34.9 Radar Altimeter				
34.9A (ALL)	C	1	0	May be inoperative.
34.10 Distance Measuring Equipment (DME) Systems				
34.10A (ALL)	D	1	0	May be inoperative provided it is not required by applicable regulations for the intended route.
34.11 ADF (if installed)				
34.11A (ALL)	C	-	-	May be inoperative provided it is not required by applicable regulations for the intended route.
34.12 Satellite Weather/ Radio System (if installed)				
34.12A (ALL)	D	1	0	May be inoperative.

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ATA 34: NAVIGATION (CONT'D)				
34.13 TAS (if installed) (Traffic Advisory System)				
34.13A (CAT)	C	1	0	(M) May be inoperative provided: 1) it is not required by applicable regulations for the intended route, and 2) the system is deactivated.
34.13B (NCO/SPO)	D	1	0	(M) May be inoperative provided: 1) it is not required by applicable regulations for the intended route, and 2) the system is deactivated.
34.14 TAWS (if installed) ("Traffic Advisory" and "Enhanced Ground and Proximity Warning" Systems)				
34.14A (ALL)	C	1	0	(M) May be inoperative provided: 1) it is not required by applicable regulations for the intended route, and 2) the system is deactivated.

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ATA 34: NAVIGATION (CONT'D)				
34.15 Navigation Databases				Note: A database which is out of date is considered to be inoperative.
34.15A (ALL)	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: 1) Area Navigation (RNAV/ RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (non-RNAV/RNP) or ASNP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, and 2) before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and 3) radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified, and 4) applicable emergency landing sites are checked present in the database.

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ATA 34: NAVIGATION (CONT'D)				
34.15 Navigation Databases (cont'd)				
34.15B (ALL)	C	-	0	(O) May be inoperative provided: 1) current aeronautical charts are used to verify Navigation fixes prior to each flight, and 2) procedures are established and used to verify status and suitability of Navigation Facilities used to define the route of flight, and 3) approach radios are manually tuned and identified.

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ATA 34: NAVIGATION (CONT'D)				
34.16 MFD **(Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)**	-	-	-	(O) Refer to item 31.3.
34.17 MFD control unit (keyboard) GCU **(Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910)**				
34.17A (ALL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
34.18 Touchscreen **(Only for TBM930 or TBM940)**	-	-	-	Refer to item 23.14.
34.19 Altitude alerting system				
34.19A (ALL)	C	1	0	(O) May be inoperative provided: 1) altitude hold function of the autopilot is operative, and 2) en-route operation do not require its use. <u>Note:</u> For RVSM operations, the altitude hold function of the autopilot and the altitude alerting system must be operative.

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ATA 34: NAVIGATION (CONT'D)				
34.20 Primary Barometric Altitude Indication (Altimeters adjustable for barometric pressure) (Only for TBM700 or TBM850 neither equipped with G1000)				Note: For RVSM operations, both altimeters AM250 must be operative.
34.20A (CAT)	B	-	1	May be inoperative provided: 1) flight in conducted under VFR, and 2) a primary barometric altitude indication is available at each required pilot's station, and 3) standby altitude indication is operative for single pilot operations.
34.20B (NCO/SPO)	C	-	1	May be inoperative provided: 1) flight in conducted under VFR, and 2) a primary barometric altitude indication is available at each required pilot's station.
34.21 Primary Airspeed Indication (Only for TBM700 or TBM850 neither equipped with G1000)				
34.21A (ALL)	C	-	1	May be inoperative provided: 1) a primary airspeed indication is available at each required pilot's station, and 2) a standby airspeed indication is available.

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ATA 34: NAVIGATION (CONT'D)				
34.22 Primary Attitude indication (Only for TBM700 or TBM850 neither equipped with G1000)				
34.22.1 EADI (if installed)				
34.22.1A (ALL)	B	1	0	May be inoperative for day VFR flight provided standby attitude indicator is operative.
34.22.2 ADI (if installed)				
34.22.2A (ALL)	B	1	0	May be inoperative for day VFR flight provided standby attitude indicator is operative.
34.23 Vertical Speed Indication				
34.23A (CAT)	C	-	1	Any in excess of one may be inoperative provided the operative vertical speed indicator is on the pilot flying side.
34.23B (NCO/SPO)	C	-	0	May be inoperative for day VFR operation.
34.24 Altitude/Alerter Preselect (Only for TBM700 or TBM850 neither equipped with G1000)				
34.24A (ALL)	C	1	0	May be inoperative provided it is not required by applicable regulations for the intended route. <u>Note:</u> For RVSM operations, the autopilot altitude hold function and the altitude alerting system must be operative.

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ATA 34: NAVIGATION (CONT'D)				
34.25 Multifunction Display KMD (if installed) **(Only for TBM700 or TBM850 neither equipped with G1000)**				
34.25A (ALL)	C	1	0	May be inoperative
34.26 Control wheel **(Only for TBM900, TBM910, TBM930 or TBM940)**				
34.26.1 Dedicated Transponder Ident switch				
34.26.1A (ALL)	D	2	0	May be inoperative
34.26.2 Dedicated Stormscope Clear switch				
34.26.2A (ALL)	D	2	0	May be inoperative

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ATA 34: NAVIGATION (CONT'D)				
34.27 Primary Airspeed Indication (from ADC) **(Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)**				
34.27A (ALL)	C	2	1	One may be inoperative provided: 1) the operative ADC is selected as airspeed and barometric altitude source on both PFDs, and 2) standby airspeed indication is operative, and 3) Autopilot is considered inoperative (Refer to item 22.1), and 4) RVSM operations are not conducted.

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ATA 34: NAVIGATION (CONT'D)				
34.28 Primary Barometric Altitude Indication (from ADC) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
34.28A (CAT)	B	2	1	One may be inoperative provided: 1) flight in conducted under VFR, and 2) the operative ADC is selected as airspeed and barometric altitude source on both PFDs, and 3) standby altitude indication is operative., and 4) Autopilot is considered inoperative (Refer to item 22.1), and 5) RVSM operations are not conducted.
34.28B (NCO/SPO)	C	2	1	One may be inoperative provided: 1) flight in conducted under VFR, and 2) the operative ADC is selected as airspeed and barometric altitude source on both PFDs, and 3) Autopilot is considered inoperative (Refer to item 22.1), and 4) RVSM operations are not conducted.

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ATA 34: NAVIGATION (CONT'D)				
34. 29 Primary Heading Indication (from AHRS) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
34.29A (CAT)	C	2	1	One may be inoperative for single pilot operations provided: 1) the operative AHRS is selected as attitude and heading source on both PFDs, and 2) standby heading is operative, and 3) Autopilot is considered inoperative (Refer to item 22.1), and 4) RVSM operations are not conducted.
34.29B (CAT)	B	2	1	One may be inoperative provided: 1) operations are conducted under day VFR, and 2) the operative AHRS is selected as attitude and heading source on both PFDs, and 3) standby heading is operative, and 4) Autopilot is considered inoperative (Refer to item 22.1)., and 5) RVSM operations are not conducted.

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ATA 34: NAVIGATION (CONT'D)				
34. 29 Primary Heading Indication (from AHRS) (cont'd) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
34.29C (NCO/SPO)	C	2	1	One may be inoperative provided: 1) the operative AHRS is selected as attitude and heading source on both PFDs, and 2) Autopilot is considered inoperative (Refer to item 22.1), and 3) RVSM operations are not conducted.
34.29D (NCO/SPO)	C	2	0	Both may be inoperative provided: 1) operations are conducted under day VFR only and in sight of the surface with adequate external attitude reference, and 2) Autopilot is considered inoperative (Refer to item 22.1), and 3) RVSM operations are not conducted.

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ATA 34: NAVIGATION (CONT'D)				
34.30 Turn Indication				
34.30A (ALL)	C	-	1	Any in excess of one may be inoperative provided: 1) the operative turn indication is on the pilot flying side, and 2) primary attitude indications are operative at each required pilot's station.
34.30B (ALL)	B	-	1	Any in excess of one may be inoperative provided: 1) operations are conducted under day VFR, and 2) primary attitude indications are operative at each required pilot's station.
34.30C (ALL)	C	-	0	May be inoperative for single pilot operations provided standby attitude indication is operative.
34.30D (CAT)	B	-	0	May be inoperative for single pilot operations provided operations are conducted under day VFR.
34.30E (NCO/SPO)	C	-	0	May be inoperative for single pilot operations provided operations are conducted under day VFR.

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ATA 34: NAVIGATION (CONT'D)				
34.31 Slip Indication				
34.31A (ALL)	C	-	1	Any in excess of one may be inoperative provided the operative slip indicator is on the pilot flying side.
34.31B (NCO/SPO)	D	-	0	May be inoperative provided operations are conducted under day VFR.
34.32 Outside air temperature (OAT) Indication				
34.32A (ALL)	C	1	0	May be inoperative provided: 1) operations are conducted under day VFR, and 2) operations are not conducted into known or forecast icing conditions, and 3) weather reports indicate that at any point of the route intended to be flown, the OAT is within the aeroplane's operating temperature limitations.
34.33 Approach aids (ILS, SBAS, RNAV, BARO VNAV, RNP)				
34.33A (ALL)	C	-	0	May be inoperative under IFR operations provided approaches and missed approaches where navigation is based on the affected item, are not included in the flight plan.
34.33B (ALL)	D	-	0	May be inoperative under VFR operations.

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ATA 34: NAVIGATION (CONT'D)				
34.34 Flight Stream system (if installed)				
34.34A (ALL)	D	-	0	May be inoperative.
34.35 Weather Radar				
34.35A (CAT/SPO)	C	-	0	May be inoperative provided operations are conducted under day VMC only.
34.35B (NCO)	D	-	0	May be inoperative.
34.36 Synthetic Vision (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)				
34.36A (ALL)	D	1	0	May be inoperative provided: 1) procedures do not require its use, and 2) synthetic vision is selected OFF.
34.37 Extended squitter (ADS-B Out) transmissions (if installed)				
34.37A (ALL)	D	1	0	Extended squitter transmissions may be inoperative when not required for the intended flight route.

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ATA 34: NAVIGATION (CONT'D)				
34.38 Enhanced surveillance functions (if installed)				
34.38A (ALL)	D	-	0	One or more downlinked aircraft parameters (DAPs) which provide enhanced surveillance may be inoperative when not required by the intended flight route. Note: Enhanced surveillance capability is required in mode S enhanced notified airspace.
34.39 Angle of Attack (AOA) Indicator (if installed)				
34.39A (ALL)	C	1	0	(O) May be inoperative provided the stall warning aural alert system is checked operative prior to each departure. Note: ESP and USP functions may lose AOA protection functions.
34.40 Runway monitoring function (if installed)				
34.40A (ALL)	D	1	0	May be inoperative.
34.41 Electronic check-list (if installed)				
34.41A (ALL)	D	-	0	May be inoperative, missing or out of currency provided an approved hard copy checklist is available and used.

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ATA 34: NAVIGATION (CONT'D)				
34.42 ADS-B In receptions (if installed)				
34.42A (ALL)	D	1	0	May be inoperative.
34.43 Electronic charts (if installed)				
34.43A (ALL)	D	1	0	May be inoperative provided paper charts are available and used.
34.44 PDF viewer (if installed)				
34.44A (ALL)	D	1	0	May be inoperative.
34.45 Transponder (XPDR) diversity (if installed)				
34.45A (ALL)	C	1	0	May be inoperative provided en-route operations do not require its use.

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ATA 35: OXYGEN				
35.1 Passenger Oxygen				
35.1A (ALL)	C	-	-	Individual masks or dispensers may be inoperative or missing provided the associated seat is unoccupied and placarded “DO NOT OCCUPY”.
35.2 External Oxygen Pressure Gauge (if installed)				
35.2A (ALL)	C	1	0	May be inoperative provided cockpit oxygen pressure gauge is operative.
35.3 Left forward side’s oxygen mask				
35.3A (ALL)	C	1	0	May be inoperative in single pilot configuration provided right forward seat is not occupied and seat is placarded “DO NOT OCCUPY”. Note: pilot seat’s oxygen mask must be operative. It is located at the right side of the cockpit.
35.4 Oxygen cylinder fill port				
35.4A (ALL)	C	1	0	May be inoperative provided there is no need to fill the oxygen cylinder.

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ATA 52: DOORS				
52.1 Door Warning CAS message or annunciator				
52.1A (ALL)	C	1	0	(O) May be inoperative provided: 1) the pilot confirms by visual inspection that the doors are latched and secured in the closed position and that the doors are not reopened again prior to departure, and 2) the passengers are briefed prior to departure to remain seated with their seat belts fastened.
52.2 Pilot door key lock				
52.2A (ALL)	D	1	0	May be inoperative provided the lock is secured in the UNLOCKED position.
52.3 Large door key lock				
52.3A (ALL)	D	1	0	May be inoperative provided the lock is secured in the UNLOCKED position.
52.4 Front cargo door key lock				
52.4A (ALL)	D	1	0	May be inoperative in the UNLOCKED position provided door is checked closed and latched prior to each flight.
52.5 Pilot door seal				
52.5A (ALL)	C	1	0	May be damaged and/or inoperative provided: 1) door seal does not interfere with door operation, and 2) cabin pressurization is considered inoperative (refer to item 21.6).

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ATA 52: DOORS (CONT'D)				
52.6 Large door seal				
52.6A (ALL)	C	1	0	May be damaged and/or inoperative provided: 1) door seal does not interfere with door operation, and 2) cabin pressurization is considered inoperative (refer to item 21.6).
52.7 Emergency exit door seal				
52.7A (ALL)	C	1	0	May be damaged and/or inoperative provided: 1) door seal does not interfere with door operation, and 2) cabin pressurization is considered inoperative (refer to item 21.6).
52.8 Front cargo door seal				
52.8A (ALL)	D	1	0	May be damaged and/or inoperative provided door seal does not interfere with door operation.
52.9 Large door cable (Only for TBM700 B/C/N)				
52.9A (ALL)	C	2	0	(M) May be inoperative or missing provided: 1) it does not interfere with normal operation of the large door, and 2) manual operation of the door is performed.

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ATA 52: DOORS (CONT'D)				
52.10 Large door automatic operation system (Only for TBM700 B/C/N)				
52.10A (ALL)	C	1	0	May be inoperative provided manual operation of the door is performed.
52.11 Large door handrail (Only for TBM700 B/C/N)				
52.11A (ALL)	C	1	0	(M) May be inoperative or missing provided it does not interfere with normal operation of the large door and the large door retractable stairs.
52.12 Large door (Only for TBM700 B/C/N equipped with a pilot door)				
52.12A (NCO)	C	1	0	May be inoperative provided: 1) there are no passengers and the pilot is the only crew member on board, and 2) large door is closed, latched and locked, and 3) large door is placarded "INOPERATIVE - DO NOT USE", and 4) pilot door and emergency door are fully operative.
52.13 Pilot door (if installed) (Only for TBM700 B/C/N)				
52.13A (ALL)	C	1	0	May be inoperative provided: 1) pilot door is closed, latched and locked, and 2) pilot door is placarded "INOPERATIVE - DO NOT USE".

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ATA 52: DOORS (CONT'D)				
52.14 Front cargo door gas strut				
52.14A (ALL)	D	1	0	(M) May be inoperative or missing provided precautions are taken when opening or closing the door.
52.15 Large door gas strut (Only for TBM700 B/C/N equipped with a pilot door)				
52.15A (NCO)	C	2	0	(M) May be inoperative or missing provided large door is considered inoperative (refer to item 52.12).
52.16 Emergency exit safety pin (if installed)				
52.16A (ALL)	D	1	0	May be inoperative or missing provided emergency door is fully operative.

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ATA 56: WINDOWS				
56.1 Window Seal 56.1A (ALL)	C	1	0	(O) May be inoperative provided: 1) the flight is conducted unpressurized, and 2) the flight is limited to FL100.

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ATA 61: PROPELLERS				
61.1 Reverse function 61.1A (ALL)	C	1	0	May be inoperative provided: 1) all other power lever functions are fully operative, and 2) reverse function is placarded as inoperative.

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ATA 71: POWERPLANT				
71.1 Engine cowling door holding strut				
71.1A (ALL)	D	2	0	(M) May be missing.
71.2 Engine cowling door seal				
71.2A (ALL)	C	2	0	May be damaged and/or inoperative provided door seal does not interfere with door operation.

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ATA 73: ENGINE FUEL AND CONTROL				
73.1 Solenoid valve [TBM700N (850) only]				
73.1A (ALL)	C	1	0	(O) (M) May be inoperative provided: 1) the torque limiter is operative, and 2) the torque is limited to 100%.

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ATA 74: IGNITION					
74.1 Ignition switch					
74.1.1 "AUTO" position					
74.1.1A (ALL)	B	1	0	(O) Switch "AUTO" position may be inoperative provided the switch "ON" position is operative.	
74.1.2 "ON" position					
74.1.2A (NCO/SPO)	B	1	0	Switch "ON" may be inoperative provided: 1) the switch "AUTO" position is operative, and 2) the flight is not conducted into heavy precipitations or into known or forecast icing conditions.	

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ATA 77: ENGINE INDICATING				
77.1 Engine Trend Condition and Monitoring System (if installed) (Only for TBM700 or TBM850 not equipped with G1000)				
77.1A (CAT)	C	1	0	May be inoperative provided alternate means is used to record engine exceedances.
77.1B (NCO/SPO)	D	1	0	May be inoperative. Note: engine exceedances may not be automatically recorded.

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
21 AIR CONDITIONING	
21.2A / 21.2B Air cycle system (ACS)	- Bleed switch OFF - "DUMP" switch ACTUATED
21.3A / 21.3B Emergency dump function	- Bleed switch OFF - "DUMP" switch ACTUATED
21.4A / 21.4B Safety valve	- Bleed switch OFF - "DUMP" switch ACTUATED
21.5A / 21.5B Outflow valve	- Bleed switch OFF - "DUMP" switch ACTUATED
21.6A / 21.6B Pressurization controller	- Bleed switch OFF - "DUMP" switch ACTUATED
21.7A Cabin Differential Pressure indicator	Bleed switch OFF - "DUMP" switch ACTUATED
21.8A Cabin Altimeter indicator	- Bleed switch OFF - "DUMP" switch ACTUATED
21.9A Cabin Vertical Speed Indicator	- Bleed switch OFF - "DUMP" switch ACTUATED

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
21 AIR CONDITIONING (cont'd) 21.10A "CABIN DIFF PRESS" or "CABIN ALTITUDE" or "CAB PRESS" Red Warning	<u>In flight</u>: - Bleed switch Check ON - "DUMP" switch Check UNDER GUARD - "RAM AIR" control knob Check PUSHED - Limit altitude to maintain cabin altitude < 10000 ft and ΔP cabin < 6.2 psi. - If ΔP cabin > 6.2 psi or cabin altitude > 10000 ft **<u>For TBM 930/TBM 940:</u>** - Refer to Chapter 3.10 Red Warning CAS message "CABIN DIFF PRESS" and/or "CABIN ALTITUDE" of the Pilot's Operating Handbook. **<u>For TBM 900/TBM910:</u>** - Refer to Chapter 3.2 Red Warning CAS message "CABIN DIFF PRESS" and/or "CABIN ALTITUDE" of the Pilot's Operating Handbook. **<u>For TBM700 equipped with G1000:</u>** - Refer to Chapter 3.10 Red Warning CAS message "CABIN DIFF PRESS" and/or "CABIN ALTITUDE" of the Pilot's Operating Handbook **<u>For TBM 700 not equipped with G1000:</u>** Refer to Chapter 3.10 Red Warning message "CABIN PRESS" of the Pilot's Operating Handbook <u>After landing</u>: - Check ΔP cabin is 0 If ΔP cabin > 0 refer to Chapter 3.10 "CABIN NOT DEPRESSURIZED AFTER LANDING" of the Pilot's Operating Handbook.
21.12A / 21.12B Auto function (Only for TBM850 not equipped with Liebherr GAS System; Automatic switch between P3/P2.5 bleed)	a) <u>Refer to Pilot's Operating Handbook chapter 5.8.4 et 5.8.5</u> b) <u>Not optimal temperature may be in the cabin</u>
21.13A / 21.13B HI function (P3 bleed) (Only for TBM850 not equipped with Liebherr GAS System)	a) <u>Verify during take-off switching between P3 and P2.5</u> b) <u>Not optimal temperature may be in the cabin</u>

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
22 AUTO FLIGHT	
22.1A / 22.1B Autopilot (AFCS)	- "AP/TRIMS" switch "AP OFF" - Pull and Secure AP SERVOS circuit breaker - Before flight, check Rudder Trim is operative - In flight, Rudder Trim must be used to avoid asymmetrical flight, and align slip/skid bar with the roll pointer for aircraft equipped with Garmin or maintain ball in the middle for others.
22.2A Yaw Damper Function	- Before flight, check Rudder Trim is operative - In flight, Rudder Trim must be used to avoid asymmetrical flight and maintain ball in the middle
22.4.4A Yaw Damper (YD) key	- Before flight, check Rudder Trim is operative - In flight, Rudder Trim must be used to avoid asymmetrical flight and maintain ball in the middle
22.4.17A AFCS control unit LEDs	- Pilot must monitor each autopilot mode engaged is displayed in the AFCS status box of the PFD
22.4.24 FMS/MAN selector	- Pilot shall use the AT function is the selected mode - Pilot shall not use the FMS/MAN selector during operation.
22.7A LVL Pushbutton LEDs	- In flight, if LVL Pushbutton is used, check LVL annunciation.
22.10A Auto Throttle (AT) function	<u>Before flight:</u> - "AP/TRIMS" switch "AP ON" - Check throttle servo is not jammed and throttle is fully operative - Disable engine protection and ESP through avionic setup.
23 COMMUNICATIONS	
23.7A / 23.7B Passenger Address System	Before the flight, the pilot shall brief passengers about: - the procedures for opening and closing the door, - the use of the emergency exit, - the use of the oxygen masks, - the use of the emergency and survival equipment.
23.12.1.1A Annunciator Leds (Audio panel)	Desired audio mode must be checked by pressing associated key and test if the function is operative or not.
23.20.1A CPDLC	Before the flight, the pilot shall notify the ATC and use voice communication instead of CPDLC.

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
24 ELECTRICAL POWER	
24.1A Stand-by generator	<u>After engine start</u>: - check of stand-by generator voltage and current is prohibited. <u>In flight</u>: - the use of the stand-by generator is prohibited.
25 EQUIPMENT / FURNISHINGS	
25.2A Passenger Seat	Before the flight, the pilot shall check that: 1) the emergency exit is not blocked by the seat, 2) the main aircraft aisle is free, 3) no passenger is seated on an inoperative seat.
25.7 Pilot's Seat	Before each flight, the pilot shall check that: 1) the pilot's seat is secured, 2) the pilot's position is acceptable for the flight.
25.8A Rudder pedal adjustment	Before each flight, the pilot shall check that: 1) the pilot's seat fore/aft is operative, 2) the pilot's position is acceptable for the flight.
25.10A Cargo Restraint Systems	- If the aircraft is equipped with a pilot door, refer to Pilot's Operating Handbook (Supplement 30) "Cargo transportation capability" - If the aircraft is not equipped with a pilot door, refer to Pilot's Operating Handbook (Supplement 40) "Cargo transportation capability without pilot door".
25.11A Cockpit light shield	Before each flight, the pilot shall check that the inoperative or missing cockpit light shield induces no field of vision restriction for the foreseen flight.
25.13A Seat heating function	Pull and secure SEAT HEATERS circuit breaker.
25.19A HomeSafe function	Before each flight - Check that the brakes are operative. - Check that the "HOMESAFE FAIL" CAS message is displayed. - Check that the "HS FUEL SHUTOFF" CAS message is not displayed.

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
27 FLIGHT CONTROLS	
27.1A Electric Elevator Trim	- "AP/TRIMS " switch "AP OFF" - Pull and secure AP SERVOS circuit breaker, - Autopilot is inoperative, - Electrical Pitch Trim is inoperative, - Pilot shall use Manual Pitch Trim wheel, - Electrical Aileron and Rudder Trims are still operative and may be used.
27.2A Flaps position indication	- Check visually that the flaps move from "UP" to "LANDING" position when the flap control knob is moved from "UP position to "LDG" position.
27.3A Aileron Trim	- Check visually that the aileron trim is set to neutral. - Pull and secure AIL TRIM circuit breaker.
27.4A Rudder trim	Before the flight: • The pilot shall check that the rudder trim tab is set to middle position between neutral and takeoff position. • Pull and secure RUD TRIM circuit breaker. In flight: • Flight is conducted into VMC • IAS is limited to 178 KIAS.

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
27 FLIGHT CONTROLS (cont'd)	
27.5A Trims Position Indicators	<u>Pitch Trim</u>: - A maintenance personnel shall confirm that the deflection of the two anti-tabs located on left and right elevators is consistent with the electric and manual controls of the pitch trim (full up to full down). - After the maintenance check of the Pitch Trim Indicator, the pilot shall ensure that the position of the Pitch Trim is consistent with the takeoff configuration. <u>Roll Trim</u>: The pilot shall check visually that the deflection of the trim tab attached on trailing edge of the L.H. aileron is consistent with the electric roll trim control (full right to full left). <u>Rudder Trim</u>: - A maintenance personnel shall confirm that the deflection of the trim tab located at rudder trailing edge is consistent with the electric rudder trim controls (full left to full right). - After the maintenance check of the Rudder Trim Indicator, the pilot shall ensure that the position of the Rudder Trim is consistent with the takeoff configuration.
27.6A Stick Shaker	Before the flight: • The pilot shall check that the stall warning aural alert system is operative before each flight: 1) Operate the stall lift transducer, 2) Check aural alert. • Pull and secure SHAKER circuit breaker.

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
28 FUEL	
28.1A Fuel quantity indicator (L/R)	- Full fuel on board Visual check of each tank - "FUEL SEL" switch AUTO - "AUTO SEL" Caution CAS message OFF - The pilot shall check that the Fuel Flow indication is consistent with the torque indication (refer to Chapter 5 of the Pilot's Operating Handbook) - If autopilot is used, it must be disconnected every 15 minutes to detect any possible fuel imbalance.
28.2A Automatic fuel selector function	- Full fuel on board Visual check of each tank - "FUEL SEL" switch MANU - "AUTO SEL" Caution CAS message ON - The fuel quantity gauges shall be consistent with the fuel consumption (refer to Chapter 5 of the Pilot's Operating Handbook) - If autopilot is used, it must be disconnected every 15 minutes to detect any possible fuel imbalance.
28.3A Fuel Flow and / or Fuel Used indications	- Full fuel on board Visual check of each tank - "FUEL SEL" switch AUTO - "AUTO SEL" Caution CAS message OFF - The fuel quantity gauges shall be consistent with the expected fuel consumption (refer to Chapter 5 of the Pilot's Operating Handbook) - If autopilot is used, it must be disconnected every 15 minutes to detect any possible fuel imbalance.
28.4A Low Fuel Level Annunciator (L or R)	- Full fuel on board Visual check of each tank - "FUEL SEL" switch AUTO - "AUTO SEL" Caution CAS message OFF - The fuel quantity gauges shall be consistent with the expected fuel consumption (refer to Chapter 5 of the Pilot's Operating Handbook) - Minimum Fuel for landing is 20 USG for each tank.

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
30 ICE AND RAIN PROTECTION	
30.3A Inertial Separator	- The separator is checked OPEN, - The switch is checked to ON position, - The inertial separator is deactivated, - ITT before engine start shall be below OAT + 10
31 INDICATING/RECORDING SYSTEMS	
31.1A PFD stopwatch TMR function (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)	- The pilot shall have an accurate personal clock which indicates hours, minutes and seconds

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
31 INDICATING/RECORDING SYSTEMS (cont'd)	
31.3A MFD (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)	- Use LH (PFD1) display back up button on reversionary mode to check EIS and CAS windows. - Use of FMS part of PFD1(keys and knob, or touchscreen) as desired to manage flight plan. **And,** - "FUEL SEL" switch AUTO - "AUTO SEL" Caution CAS message OFF - The fuel quantity gauges shall be consistent with the expected fuel consumption (refer to Chapter 5 of the Pilot's Operating Handbook). **And,** <u>Roll Trim</u>: The pilot shall check visually that the deflection of the trim tab attached on trailing edge of the L.H. aileron is consistent with the electric roll trim control (full right to full left). <u>Rudder Trim</u>: - A maintenance personnel shall confirm that the deflection of the trim tab located at rudder trailing edge is consistent with the electric rudder trim controls (full left to full right). - After the maintenance check of the Rudder Trim Indicator, the pilot shall ensure that the position of the Rudder Trim is consistent with the takeoff configuration. **And,** - External Oxygen pressure gauge and "In-flight available oxygen quantity" shall be checked before flight. **Refer to chapter 4 of the Pilot's Operating Handbook.**
31.8B Clock with Sweep Second hand, or Electric Digital clock (Only for TBM700 or TBM850 not equipped with G1000)	- The pilot shall have an accurate personal clock which indicates hours, minutes and seconds.

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
32 LANDING GEAR	
32.1A Parking brake	- During the engine start, the pilot shall apply braking using the pedals.
32.2A Landing gear retraction	- <u>On ground check:</u> • "LDG GR" circuit breaker Pulled and Secured • Landing gear control selector DN - <u>In flight</u>: • IAS ≤ 178 KIAS - <u>Before landing</u>: • Floor hatch OPEN • By-pass selector FULLY PULLED / LOCKED • Hand pump ACTUATED WITH MAXIMUM AMPLITUDE

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
33 LIGHTS	
33.3A Strobe light system	- During the engine start, a maintenance personnel shall be in front of the aircraft for ground safety of people and equipment on ground.
33.7B Icing light	- For night operations, the pilot shall use a personal electric torch.
34 NAVIGATION	
34.4A Non stabilized Magnetic Compass/ Standby heading	- Monitor that the different HDG sources are consistent within ± 10 °.
34.6A/34.6B Navigation systems (based on VOR, DME, ADF, GNSS)	A. Make sure that the available navigation equipment is sufficient for the intented flight route and type of operation (VFR/IFR). B. Establish procedures to use alternative instrumentation to ensure the navigation capability required for the intented flight. C. Review and brief before flight the alternate procedures established under (B).
34.15A/34.15B Navigation Databases	**<u>TBM700 equipped with G3000</u>** - Refer to Pilot's Operating Handbook and GARMIN G3000 Pilot' Guide. **<u>TBM700 equipped with G1000 / G1000 Nxi</u>** - Refer to Pilot's Operating Handbook and GARMIN G1000 or G1000Nxi Pilot' Guide. **<u>TBM700 not equipped with G1000</u>** - Refer to GPS Pilot's operating Handbook.
34.17A MFD control unit (keyboard) (only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM 910)	- Use of FMS part of PFD1(keys and knob) as desired to manage flight plan.
34.19A Altitude Alerting System	- For each altitude preselect, monitor: 1) the display of steady white "ALTS" logo in the AFCS status box (PFD) for altitude capture mode armed, 2) the display of flashing green "ALTS" logo in the AFCS status box (PFD) for altitude capture. - At cruise altitude, monitor: 1) the display of steady green "ALT" logo in the AFCS status box (PFD).

SYSTEM & SEQUENCE NUMBERS ITEM	PILOT'S OPERATIONAL PROCEDURE
34 NAVIGATION (cont'd)	
34.39A Angle of Attack (AOA) Indicator	The pilot shall check that the stall warning aural alert system is operative before each flight: 1) Operate the stall lift transducer, 2) Check aural alert.
52 DOORS	
52.1A Door Warning CAS message or annunciator	- The pilot shall check, for the cargo door, that all latch pins and hooks are correctly engaged (visible green marks). - The pilot shall check, for the cockpit access door, so-called pilot door, (if installed) that each latch is correctly engaged in its recess (visible green marks).
56 WINDOWS	
56.1A Window Seal	- Bleed switch OFF - "DUMP" switch ACTUATED
73 ENGINE FUEL AND CONTROL	
73.1A Solenoid valve (Only for TBM850)	- The maintenance staff shall check and confirm that the torque limiter is operative. - In flight, for clean configuration, the pilot must select flaps selector on "UP" position. Using flaps selector on "850" position is forbidden. **Refer to chapter 5 of the Pilot's Operating Handbook, for performance at 700 shp.**
74 IGNITION	
74.1.1A "AUTO" position ("IGNITION" switch)	If "IGNITION" switch "AUTO" position is not operative, the engine start is made with "IGNITION" switch set to "ON" position and all the flight is performed with the "IGNITION" switch set to "ON" position.

SYSTEM & SEQUENCE NUMBERS ITEM	MAINTENANCE PROCEDURES
21 AIR CONDITIONING	
21.2A / 21.2B Air cycle system (ACS)	- "DUMP" switch ACTUATED and SECURED - Block open and secure SAFETY VALVE and/or OUTFLOW VALVE Or Remove SAFETY VALVE and/or OUTFLOW VALVE in accordance with AMM procedure.
21.3A / 21.3B Emergency dump function	- Block open and secure SAFETY VALVE and/or OUTFLOW VALVE Or Remove SAFETY VALVE and/or OUTFLOW VALVE in accordance with AMM procedure.
21.4A / 21.4B Safety valve	- "DUMP" switch ACTUATED and SECURED - Block open and secure OUTFLOW VALVE Or Remove OUTFLOW VALVE in accordance with AMM procedure.
21.5A / 21.5B Outflow valve	- DUMP" switch ACTUATED and SECURED - Block open and secure SAFETY VALVE Or Remove SAFETY VALVE in accordance with AMM procedure.
21.6A / 21.6B Pressurization controller	- "DUMP" switch ACTUATED and SECURED - Block open and secure SAFETY VALVE and/or OUTFLOW VALVE Or Remove SAFETY VALVE and/or OUTFLOW VALVE in accordance with AMM procedure.
23 COMMUNICATION	
23.6A Wing Static Dischargers	Secure or remove inner discharger.
24 ELECTRICAL POWER	
24.1A Stand-by generator	- Remove the belt - Check that the load of the battery is nominal.

SYSTEM & SEQUENCE NUMBERS ITEM	MAINTENANCE PROCEDURES
25 EQUIPMENT / FURNISHINGS	
25.1.2A Cockpit seat belt/shoulder harness airbag system	Deactivate the system in accordance with CMM procedure.
25.7.4A Pilot seat armrest	Remove armrest in accordance with AMM procedure.
25.9A Cabin Storage compartment-Restraint systems	Refer to Pilot's Operating Handbook chapter 6.3 and 7.3.
25.14A Cockpit sun visor system and/or attachment mechanism	Remove sun visor in accordance with AMM procedure.
25.15A Lavatory compartment	Remove chemical toilet from lavatory compartment in accordance with AMM procedure Or Empty the chemical toilet tanks in accordance with CMM procedure.
25.19A HomeSafe function	- Pull and secure "HOMESAFE" circuit breaker
25.20 Cabin cabinet	- Check that the compartment is empty and secure the compartment closed.
25.21 115 VAC plug	- Pull and secure "115 VAC PLUG" circuit breaker.
25.22 28 VDC plug	Pull and secure the corresponding 28 VDC PLUG circuit breaker: - CKPT PLUG - LEFT WING - RIGHT WING - TEST BAY - LEFT REAR PLUG - LEFT INTMD PLUG - RIGHT INTMD PLUG

26 FIRE PROTECTION	
26.1B Portable Fire Extinguisher (if installed)	- Tag the installed location of the inoperative fire extinguisher removed from the aircraft or - Tag the inoperative fire extinguisher in the aircraft.
30 ICE AND RAIN PROTECTION	
30.3A Inertial separator	- Check visually the position of the inertial separator - Open PL1 - Disconnect and secure the inertial separator circuit breaker from the Bus.
30.7A Left Windshield deicing	- Open PL1 - Disconnect and secure the left windshield circuit breaker from the associated Bus.
32 LANDING GEAR	
32.2A Landing gear retraction	- Circuit breaker pulled and secured.

SYSTEM & SEQUENCE NUMBERS ITEM	MAINTENANCE PROCEDURES
34 NAVIGATION	
34.13A / 34.13B TAS (if installed) (Traffic Advisory System)	Remove and secure all the connectors from the TAS computer.
34.14A TAWS (if installed) ("Terrain Awareness and Warning System)	Remove and secure all the connectors from the failed TAWS function computer.
52 DOORS	
52.9A Large door cable	Remove large door cable in accordance with AMM procedure.
52.11A Large door handrail	Remove large door handrail in accordance with AMM procedure.
52.14A Front cargo door gas strut	Remove front cargo door gas strut in accordance with AMM procedure.
52.15A Large door gas strut	Remove large door gas strut in accordance with AMM procedure.
71 POWERPLANT	
71.1A Engine cowling door holding strut	Remove engine cowling door holding strut in accordance with AMM procedure.
73 ENGINE FUEL AND CONTROL	
73.1A Solenoid valve (TBM850 only)	Prior to each flight, check torque limiter is still operative.